



Public Participation Plan

Public participation in byway planning is essential. In the development of this corridor management plan, DDOT identified an extensive list of byway stakeholders to whom information and meeting notices were sent. Among these stakeholders are property owners, businesses, government agencies, bicycle advocacy groups, tourism-promoting organizations, neighborhood task forces, historical societies, and elected representatives.

DDOT has coordinated with these stakeholders to identify byway-related issues, improvements, and interpretive themes. The public has been informed of the byway planning's progress through public meetings and information posted on the DDOT Web site. Stakeholder and public involvement will continue as the plan is further developed, implemented, and updated. DDOT will continue to involve the general public through press releases, public meetings, and information on its Web site.

The success of this plan depends on "buy in" from an active and diverse group of stakeholders. The byways program should be seen by stakeholders as a tool to realize the benefits and objectives discussed in Chapter 1, such as protection of important resources, stimulation of desired economic development, improvement of transportation systems, and enhancement of community quality of life.

Participation through the DC Office of Planning's Neighborhood Planning Coordinators for each Ward is one important way to involve the community. This corridor management plan recommends that "Possible Scenic Byway Projects" be an ongoing item on agendas for neighborhood planning meetings. Also, through a survey or interactive Web site, DDOT may solicit further, ongoing input from byway stakeholders regarding concerns and suggestions they may have related to byway implementation.

Review & Enforcement Mechanisms

As the lead agency for implementation of the Corridor Management Plan, the DC Department of Transportation would have responsibility for review of progress and compatibility of plan development. This responsibility would be supported by the DC Office of Planning and the Office for Planning and Economic Development within the pre-defined roles that these offices would play in the implementation of the plan.

Review activities would consist of two primary actions:

- (1) review, and approval where appropriate, of individual initiatives and projects that are supportive of the All-American Road; and
- (2) periodic review of the program as a whole to assure continuing compliance with FHWA guidelines and requirements.

Enforcement mechanisms for the protection and enhancement of the intrinsic resources that define the Canal road corridor as a Scenic Byway are largely in place today. Zoning ordinances restricting outdoor advertising, for instance, are in place that would protect scenic resources and vistas. Effective review and approval of actions potentially impacting historic resources are likewise on the books both within the District and within the authorities of the National Park Service. Other enforcement mechanisms exist within the District of Columbia for the regulation of traffic, construction in public rights-of-way, allowable building heights, land use, and similar urban activities and functions that could affect the character and function of Canal Road. As part of the development of a detailed funding plan for the Canal Road Scenic Byway Corridor Management Plan, mechanisms for the oversight of the expenditure of public funds for the enhancement of resources will be developed and implemented.





Funding of the recommendations and initiatives presented in this corridor management plan must come from a multitude of sources. The Canal Road Scenic Byway touches upon or traverses through areas under the jurisdiction of various governmental entities such as the District of Columbia and the National Park Service. Likewise, numerous citizen, community, tourism, recreational, and other interest and stakeholder groups have launched or are pursuing various programs and initiatives, sometimes privately funded, that can be supportive of the National Scenic Byway designation of Pennsylvania Avenue. In turn, these same programs and initiates may be enhanced through the designation of the Avenue and the enhancement and protection of the intrinsic values that support that designation as an National Scenic Byway.

Grant-Eligible Projects

Under the National Scenic Byways Program (23 CFR 162), a variety of projects are eligible for federal assistance. The federal share of the cost of carrying out the project is usually 80 percent, and the Secretary of Transportation and FHWA are not allowed to make a grant for any project that would not protect the scenic, historical, recreational, cultural, natural, and archaeological integrity of a roadway and adjacent areas.

The following types of projects are eligible for funding under the National Scenic Byway Program:

- An activity related to the planning, design, or development of a state (District) scenic byway program.
- Development and implementation of a corridor management plan to maintain the scenic, historical, recreational, cultural, natural, and archaeological characteristics of a byway corridor, while providing for accommodation of increased tourism and development of related amenities.
- Safety improvements to a state (District) scenic

byway, National Scenic Byway, or All-American Road to the extent that the improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the roadway as a result of the designation of scenic byway, National Scenic Byway, or All-American Road.

- Construction along a scenic byway of a facility for pedestrians and bicyclists, rest area, turnout, highway shoulder improvement, passing lane, overlook, or interpretive facility.
- An improvement to a scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation.
- Protection of scenic, historical, recreational, cultural, natural, and archaeological resources in an area adjacent to a scenic byway.
- Development and implementation of a scenic byway marketing program.

Recommendations

Continue to seek funding from FHWA to:

- Develop and implement detailed plan initiatives, including a detailed short-term and long-term funding program.
- Design and construct basic byway guidance signage and information systems.
- Improve access to the intrinsic resources that define Canal Road as an National Scenic Byway.
- Design and construct improvements to the roadway, pedestrian and bicycle facilities to support use of the Avenue by scenic byway users.
- Protect historic and cultural resources that define and support the roadway as a Scenic Byway.
- Develop and disseminate tourist information to the public.

Implementation

Designation as a National Scenic Byway

Other Funding Sources

In addition to funding from FHWA, byway program managers will also reach out to seek and combine funding from other sources to fully implement the corridor management plan. This would entail efforts, for instance, to coordinate private funding for tree plantings with other public roadway improvement funds to assure complete and compatible enhancement of natural resources along the scenic byway. Likewise, federal funding may be leveraged in support of privately funded initiatives for protection of historic resources that are supportive of the National Scenic Byway designation.

Where funding of byway enhancement or conservation needs do not directly involve the byway program, the byway organization should still play at least an advisory roll in defining the priorities and compatibility requirements for initiatives that potentially affect byway resources. In that regard, it is recommended that liaison mechanisms be developed with all public and private entities that would potentially fund actions along Canal Road and M Street that could affect the resources and operation of the roadway as a National Scenic Byway.

Funding for byway projects may be obtained from a number of transportation-related and other sources. This plan encourages creativity in funding byway projects through cost-sharing with other city projects - i.e., accomplishing byway objectives wherever possible as part of already established programs.

Funding for byway projects may be available through the DDOT that are routinely used to enhance or improve transportation facilities - and from federal and private sources. These funds may be specified for any expenses related to the development or maintenance of the Scenic Byway at the discretion of DDOT.

Several options for funding methods that DDOT may pursue are

- DDOT may apply for Federal Highway Enhancement
- DDOT may request financial support from the District of Columbia Transportation Capital Authority or from FHWA to fund and implement specific projects along the byway - i.e., bike and pedestrian paths, safety improvements related to byway use, and signage.
- DDOT may pursue innovative financing such as enlisting private partners willing to participate in developing a specific byway project.
- · A sponsorship program, similar to the "Adopt a Highway" program, could provide sponsors for a particular segment of the byway.
- Businesses and cultural institutions within communities could commit funds to maintain and administer specific aspects of the byway within their neighborhoods. For example, support from the World Bank may be used for byway enhancement in the West End segment.
- Upon approval by the DC government, DDOT may offer businesses the opportunity to advertise in the marketing and interpretive materials generated for the byway as a way of raising money for the maintenance, operation, and improvement of the byway.
- Funding for specific enhancements or improvements to viewsheds, parklands, private properties may be obtained through other DC offices or departments, federal agencies, non-profit groups, or stakeholders.

As a final, and crucial, step in implementation of this plan, the Byway Management Organization should nominate Canal Road for designation as a National Scenic Byway. This is a step that must come later in the implementation process because it is required that resource protection tools be in place for designation.

To be designated as a National Scenic Byway, a road must possess at least one of the six intrinsic qualities. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic qualities must be recognized throughout a multistate region. Many of the abundant resources of Canal Road particularly those related to scenic, natural, and recreational qualities - are resources of national significance. The following table summarizes these National Resources.

As discussed in Chapter 1, there are many benefits to designation as a National Scenic Byway. The FHWA gives funding priority to eligible projects that are associated with a roadway that has been designated as such. The FHWA also promotes the collection of National Scenic Byways on the America's Byway map and FHWA's scenic byways Web site (www.byways.org). FHWA has created a special America's Byway logo, which can only be used in association with designated roads. Being able to use the logo helps demonstrate that the roadway is part of a distinctive collection of American roads. Designated byways also benefit from technical communications, network support, and customized assistance from the National Byways Resource Center, located in Washington, DC.

Canal Road Resources of National Significance

The Potomac River	S, N, H, C, R
Chesapeake & Ohio Canal National Historic Park	S, N, H, C, A, R
C&O Canal, Towpath & Locks	S, H, R
Abner Cloud House	н
Capital Crescent Multi-Use Trail	S, N, R
Potomac Heritage National Scenic Trail	S, N, R
Theodore Roosevelt Island	S, H, C
Francis Scott Key Memorial Park	S, H, C
Georgetown University	н, с
Georgetown Historic District	S, H, C
Old Stone House	н
Forrest-Marbury House/Embassy of the Ukraine	н, с
Embassy of Mongolia	С

